



PORT OF PORTLAND

DAILY DIARYPAGE 1 OF 2PROJECT Terminal 2 / Terminal 5 Maintenance Dredging CONTRACT NO. 52449/01D015CONTRACTOR Hickey Marine Enterprises, Inc. SUPERINTENDENT Greg SpeyerDAY OF WEEK & DATE: Wednesday, January 9, 2002 REPORT NO. 023WEATHER Partly to Mostly Cloudy, Light Rain - AM TEMPERATURE 41 - 54**NUMBER/CLASS OF CONTRACTOR'S PERSONNEL:**

Hickey Marine - Foreman, Operator, Tugboat Pilot, Pile Buck

MAJOR EQUIPMENT ON JOB (Size/capacity and hours):

Hickey Marine - Sea Vulture Crane Barge, 7 Bin Dump Scow, Tugboat, Skiff

CHRONOLOGICAL ACCOUNT OF DAY'S WORK

~1:00 pm Per telecon to Al (Port Navigation), he informed me that he would finish about 4:00 pm. He indicated that the water filling the rehandling facility might have an impact on the dredging schedule. I contacted Jeff (Port Dredge Captain) and inquired about the potential impact to the schedule. I notified Greg (Hickey).

Per voice message to John Childs (Port Environmental), I informed him that the turbidity test results from last night exceeded the BMP turbidity level. I indicated that I notified Hickey.

4:30 pm Per telecon with John (Port CCM) and Walt (Port Engineer), they indicated that the water in the water detention basin must be held for 3 days before release. They informed me that after the Thursday morning dredge material unloading, the rehandling facility would not be able to handle any more material until Monday morning.

4:55 pm Per teleconference with Greg (Hickey), Walt (Port Engineer), and John (Port CCM), we discussed the water filling the rehandling facility and the dredge schedule. Hickey will not dredge Thursday night. We discussed CME quantities. I was informed that the Port requested of the fender Hickey to perform change order work to install fender and dolphin piles.

5:40 pm Per voice message from John Childs, he indicated that if the turbidity level was above the BMP level we should sample again to confirm that the high number was not erroneous. He informed me that Hickey should pause the dredging to decrease the turbidity level.

Per telecon with Greg (Hickey), I confirmed that he would start dredging at 7:00 pm tonight at Berth 206. I notified Charles (Port Navigation).

7:40 pm The dump scow arrived at Berth 206. The screen was placed on Bin No. 4 and 5. The dump scow draft at Bin No. 1 was 6 feet.

8:00 pm Hickey began dredging at the 550 foot mark of Berth 206.

8:07 Per telecon to Charles, I requested sampling at 11:30 pm.

8:15 pm Per telecon with John (Port CCM), we discussed the project. Regarding exceeding the BMP turbidity level, I indicated that the existing river turbidity already exceeded the BMP turbidity level.

10:40 pm Hickey continued dredging at the 630 foot mark of Berth 206. The dump scow draft at Bin No. 1 was 9 feet and 14 feet at Bin No. 7. The screen was over Bin No. 2. Bin Nos. 4 through 7 were filled with water and dredge material.

Per telecon with Andy (Hickey), the river gauge was at 7.9 feet at the start of dredging.

11:20 pm Hickey continued the dredging at the 660 foot mark of Berth 206. The dump scow draft at Bin No. 1 was 11 feet.

USEPA SF



1286417

**PORT OF PORTLAND****DAILY DIARY**PAGE 2 OF 2PROJECT Terminal 2 / Terminal 5 Maintenance DredgingCONTRACT NO. 52449/01D015CONTRACTOR Hickey Marine Enterprises, Inc.SUPERINTENDENT Greg SpeyerDAY OF WEEK & DATE: Wednesday, January 9, 2002REPORT NO. 023WEATHER Partly to Mostly Cloudy, Light Rain - AMTEMPERATURE 41 - 54

11:30 pm I observed Charles (Port Navigation) sampling from the Port boat, downstream from the dredge bucket.

11:40 pm I observed Charles (Port Navigation) sampling from the Port boat, upstream from the dredge bucket.

11:55 pm Hickey continued dredging at the 680 foot mark of Berth 206. The dump scow draft at Bin No. 1 was 13 feet.

Per telecon from Charles (Port Navigation), turbidity testing results on water samples taken upstream and downstream from the dredging operation were as follows:

<u>Sampler</u>	<u>Time</u>	<u>Upstream</u>	<u>Top</u>	<u>Mid</u>	<u>Bottom</u>	<u>AVG</u>	<u>Downstream</u>	<u>Top</u>	<u>Mid</u>	<u>Bottom</u>	<u>AVG</u>	<u>Visual</u>
----------------	-------------	-----------------	------------	------------	---------------	------------	-------------------	------------	------------	---------------	------------	---------------

Charles	2330	59.4	58.2	62.9	60.17		70.1	78.5	81.0	76.53	None
---------	------	------	------	------	-------	--	------	------	------	-------	------

The river elevation was higher than usual. The existing river water had a very muddy appearance.

Per telecon to John Childs, he indicated that the Contractor needed to change the operation. He suggested resampling and testing. I notified Charles (Port Navigation). I notified Andy (Hickey). Hickey stopped dredging at 12:10 am. The dump scow draft at Bin No. 1 was 14 feet and 13.5 feet at Bin No. 7.

Per telecon from John Childs (Port CCM), he indicated that he wanted to be clear that if Hickey was continuing to dredge, we would have to shut them down and retest to show acceptable levels.

Per telecon from Charles (Port Navigation), turbidity testing results on water samples taken upstream and downstream from the dredging operation were as follows:

<u>Sampler</u>	<u>Time</u>	<u>Upstream</u>	<u>Top</u>	<u>Mid</u>	<u>Bottom</u>	<u>AVG</u>	<u>Downstream</u>	<u>Top</u>	<u>Mid</u>	<u>Bottom</u>	<u>AVG</u>	<u>Visual</u>
----------------	-------------	-----------------	------------	------------	---------------	------------	-------------------	------------	------------	---------------	------------	---------------

Charles	00040	56.8	60.4	65.2	60.8		64.0	62.4	65.3	63.9	None
---------	-------	------	------	------	------	--	------	------	------	------	------

I notified John Childs, via voice message, of the turbidity testing results after resampling.

1:30 pm I notified Darrel (Hickey) of the turbidity testing results.

TESTS PERFORMED: _____

PHONE LOG: _____

SITE PHOTOS/VIDEOS TAKEN: _____

FORCE ACCOUNT WORK/ CHANGES ENCOUNTERED: _____

INSPECTOR

Frank Schmidt

HRS

DATE



PORT OF PORTLAND

DAILY DIARY

PAGE 3 OF 2

PROJECT Terminal 2 / Terminal 5 Maintenance Dredging CONTRACT NO. 52449/01D015

CONTRACTOR Hickey Marine Enterprises, Inc. SUPERINTENDENT Greg Speyer

DAY OF WEEK & DATE: Wednesday, January 9, 2002 REPORT NO. 023

WEATHER Partly to Mostly Cloudy, Light Rain - AM TEMPERATURE 41 - 54

(signature on hardcopy)– _____